

**HARTMAN PEPPERLING SCHURZ**

## THE "FRENCH SPY" IN THE HOUSE.

## The North Carolina Senatorship Majority

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Dwight Townsend's Bright Ideas  
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### Grants.

## The Silk Manufacturing Interests

**Overhauling the Rotten-Decked Iron-Clad**  
The Chief of the Bureau of Construction and Repair of the Navy Department, in his last annual report to Secretary Robeson, says that the deck beams of almost all the small class of iron-clads were much decayed, but it is not advisable to replace the rotten beams, except something unforeseen calls for their services. In the opinion of the Secretary of the Navy that time has come, and to-day orders were issued to immediately proceed with a thorough overhauling of ten of the most available iron-clads, and to put in new decks, new double beams, and new wood work to the overhauling. With this, the repairs it is understood, will be made as they are needed, and the fleet practically as new. The commanding officers of the several navy yards where the iron-clads are laid up are instructed to proceed with this, in executing the orders of the Department. Sec'y. John Robeson will also ask the Committee on Appropriations to consider the propriety of raising at his command a fund sufficiently large

ninity cents to one dollar for sixty-nine hours work, the operatives having poor shelter and food, for which each pays forty-five cents a week. The delegation admit that silk goods are higher than before 1914, but this is mainly owing to the fact that all the silks in the countries of production are now more than double the price they were immediately before 1914. One of the delegates, an operative—informed the Committee of Ways and Means that he could save as much here, after living better, as he could earn in the Old Country. The delegation will next be heard before the Finance Committee.

The principal speaker was an Englishman from Macclesfield, now engaged in giving instructions to the silk culture in this country, who said that the Anglo-French Free Trade Treaty had injured the interest in England. When asked by Mr. Brooks of New York, what the duty was previous to that time, he replied fifteen per cent; under that rate they were all then doing well. As it is the main

[illegible]

**Mr. LYNN**, (rep. of Me., asked leave to offer a resolution directing the Committee on Expenditure in the War Department to report by January 1st next, upon the expenditures made by the government for the year ending 30th of June, 1871, and whether any member of the Senate or other citizen of the United States had been employed as agent, clerk, messenger, or otherwise, by the government or authorities of France, or with any general authority, to receive money or tend for persons and papers and conduct the investigation.

**Mr. DAWES**, (rep. of Mass.) said he should like, before any action was taken, to know who were those persons mentioned in the bill, to stand in his place and be responsible for some definite charge.

**Mr. HILL**, (rep. of N.Y.), said he had no objection to striking that part of the bill which related to agents.

**Mr. DAWES**—I do not think the example a good one. If gentleman has any ground for suspecting the conduct of senator let him say so.

**Mr. HILL**, (Mass.), objected to the reception of a resolution.

**CORRECTION CLEARING HOUSE EXCHANGE.**

The bill reported yesterday by Mr. Merriam, from the committee on Banking and Currency, to facilitate bank clearing house exchanges, passed through the House at five o'clock today.

**Mr. CARLISLE**, (rep. of Ohio), opposed the bill as tending to the initiation of the currency.

**Mr. SCOVILLE**, (rep. of Pa.), also opposed the bill as carrying legislation outside of the power conferred on Congress and over the heads of others. Why should the banks have the privilege of obtaining certificates of deposit without making them?

**Mr. JONES**, (rep. of Va.), said he would move its withdrawal.

**Shipping Notes.**  
Captain John O Morse, of Edgartown, is master of the passenger steamer America, on the passage from Buenos Aires for New York, the passengers of which were published a few weeks since. A medal is to be awarded to Mr Morse for his bravery on that occasion.

**Marine Disasters.**  
SHIP PEACOCKIA, Marshall, from Newburyport for New York, which put into Nassau, after being blown off, had a cargo for it, it is reported to have away the southwest wind, and the ship was wrecked. The ship was blown off the coast, and the cargo was lost. The ship was blown off the coast, and the cargo was lost. The ship was blown off the coast, and the cargo was lost.

SHIP WINDWARD, before reported at Portland, Oregon, in distress, after being damaged in a storm off Cape Disappointment, is expected to arrive at Seattle, where the work of refitting would be commenced the next week. She could be ready for sea in about six weeks. Damage esti-

LAMINGTON, St. Paul, Me.—Arrives, Clark Parkin (Jr.),  
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